





## To-day's Advertisements.

## TO TEACHERS.

## HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at—

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.  
Messrs. W. BREWER & Co., Hongkong and Shanghai.  
Messrs. TSUI MAN KOK, Hongkong.  
Messrs. MAN YU TONG, Hongkong.  
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

## THEATRE ROYAL

## CITY HALL.

## LAST THREE NIGHTS

OF

## TO-NIGHT I

## TO-NIGHT II

The Success of the Century.

## "THE SIGN OF THE CROSS."

Marcus Superbus ..... Henry Dallas.  
Mercia ..... Miss Madge Grey.

TO-MORROW (WEDNESDAY)

BY UNIVERSAL REQUEST.

## "THE GEISHA."

NOTE.—Seats booked for "Charley's Aunt," may be retained for "The Geisha" or value refunded on application to Robinson Piano Co.

THURSDAY (LAST NIGHT)

## "A RUNAWAY GIRL."

LAST NIGHT OF SEASON.

PLAN at ROBINSON PIANO CO.

Business Manager, B. HERMANN.

Hongkong, 27th March, 1900. [30th]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the 6th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,

A. SHELTON HOOPER,

Secretary.

Hongkong, 27th March, 1900. [40th]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,

Acting Agent.

Hongkong, 27th March, 1900. [2]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

## THE Steamship.

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd April, will be subject to rent.

No Fire Insurance has been effected.  
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival after which no claims will be recognised.

MCGREGOR BROS. &amp; GOW.

Hongkong, 27th March, 1900.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 27, 1900.

## REUTER'S TELEGRAMS.

## THE WAR.—CASUALTIES NEAR BLOEMFONTEIN.

## BRITISH OFFICERS AMBUSHED.

## HON. E. LYGON KILLED.

LONDON, MARCH 25th.

Lord Roberts reports from Bloemfontein 24th instant, that the day previous Captain Trotter and Lieut. The Hon. E. Lygon of the Grenadier Guards, and Col. Codrington of the Coldstream Guards, while riding, without an escort, eight miles beyond the camp at Modder River, were fired on by the Boers. Lieut. The Hon. E. Lygon was killed and Col. Codrington and Capt. Trotter severely wounded.

## DEATH OF GENERAL WOODGATE.

General Woodgate has died of his wounds.

## GENERAL METHUEN'S OPERATIONS.

## THE VAAL IN FLOOD.

## DELAY PROBABLE.

Heavy rains at Warrenton and the River Vaal being in flood will possibly delay operations on the Western frontier.

## FUTURE PROSPECTS.

## BOERS CAN STAND SIX MONTHS.

## RELY ON FOREIGN INTERVENTION.

Reuter's correspondent at Durban learns although knowing defeat to be inevitable believe that they can stand six months, when they are convinced that foreign intervention will secure them favourable terms. They rely on Germany and America. Mr. Wolmaran's deputation has gone to Europe with this object.

## THE PARIS EXHIBITION.

## THE PRINCE OF WALES WILL VISIT PARIS.

The Prince of Wales will visit the Paris exhibition in April and will be the guest of the French Government.

LATER.

## THE WAR.—CRIQUATOWN RE-OCCUPIED BY BOERS.

Four hundred Transvaalers have re-occupied Crikwats town and a force has left Kimberley in order to expel them. It is reported that all the loyalists in the town have been imprisoned.

## THE ORANGE FREE STATE. PHILIPPOLIS OCCUPIED.

BURGHERS SURRENDERING.  
General Clements has occupied Philippolis and read a proclamation from Lord Roberts to the assembled burghers, many of whom have surrendered their arms and taken an oath not to participate further in the war. The Landrost and Sheriff have been re-instated in authority under the British.

## WEATHER REPORT.

The Observatory report says—  
On the 27th at 11:55 a.m. the barometer has fallen in Japan, and is little changed elsewhere. Pressure remains high over China, and a depression seems to be lying off the S. coast of Japan. Gradients slight to moderate, with moderate monsoon in S. China and the N. part of the China Sea. FORECAST:—Moderate N. to N.E. winds; some rain.

## LOCAL AND GENERAL.

H. E. The Governor inspected the 'Hongkong Police force this afternoon. A full report will be given to-morrow.

THE case the Hon. E. R. Behlins v. The Bank of China and Japan occupied the attention of the Supreme Court the whole of today.

H.M.S. 'Victorious' left for home yesterday afternoon. It is thought that the crew of the 'Victorious' will be transferred to the 'Revenge' at Malta, who will take them home from there.

THE port of Newchwang having been declared an infected port, by the Superintendent of Customs, all vessels arriving there will be under the usual sanitary rules published on the 15th February last.

THE 'Rosario', sloop, was commissioned at Sheerness on 20th inst. for service on this station by Commander C. A. W. Hamilton.

THE only cases of communicable disease in the Colony, during the week ending the 24th March, were three cases of small-pox, two in Victoria, one case in another district, and three deaths from the same.

THE Chinese passengers on board the 'Heung-shan' fared very well last Saturday and Sunday. They got their evening meal at 4.30 p.m. on Saturday afternoon, and their breakfast on Sunday morning without any extra charge being made.

BETWEEN the 1st January and noon yesterday seventeen cases of Bubonic Plague have been reported as occurring in the colony, while the number of deaths has been sixteen. From the week ending 3rd March up to now only one case has been reported.

A TELEGRAM received from Lanchow, Kansu, by the Shanghai mandarins states that H.E. Tao Wu, Viceroy of the Shen-Kan provinces, left that city on the 16th inst. for Peking for special audience, and that the Acting Viceroy, ship has been taken by Wei Kuang-tao, Governor of Shensi province.

ADMIRAL of the Fleet Sir Nowell Salmon, V. C., was sixty-five on 20th ult. Sir Nowell entered the service when he was twelve years old, and he obtained his present rank on the eve of his sixty-fourth birthday. He was first and principal naval aide-de-camp to the Queen from August, 1897, to January, 1899.

A LARGE congregation assembled at St. John's Cathedral yesterday evening to hear the organ recital given by Mr. A. G. Ward. Of course the vocal contributions "It is enough" (Elijah), and "The Saviors Grave" (Sullivan), were the principal features of the attractive programme. Mr. Marsh gave a finished rendering of each, and Mr. Ward played several pieces with his usual skill.

THE committee of the Liverpool School of Tropical Diseases has just decided to send out next month another expedition to West Africa. The expedition will make its headquarters in Old Calabar and carry on researches in Southern Nigeria. If time and opportunity permit the Upper Niger will be visited. Men specially trained in malarial fevers and the malarial mosquito theory will comprise the expedition. The time selected is the malarial season.

TELEGRAMS received from Peking yesterday says the N. C. D. News of 23rd inst. state that the general impression in official circles that day was that H.M. Kuang Hsi's death by foul means is daily expected, and that so sure of this is the conservative Grand Secretary Hsi Tung that he has already prepared his suit of Court mourning, consisting of grey and black cotton cloth official robes, in anticipation of the Emperor's near demise. This example was being generally followed yesterday by officials high and low in Peking, and so numerous are the orders for mourning Court robes at the clothes' stores in the capital that buyers are now charged twice and often three times the ordinary figures demanded for such articles.

A FOCHOW telegram received on 22nd instant by members of the Reform Party at Shanghai reports that the family of Ch'iu Ling-nan, M.A., have been seized and cast into prison by special orders of Hsi Ying-K'uei, Viceroy of the Min-Che provinces, acting under Prince Ching's orders. Mr. Ch'iu is a well-known member of the Reform Party who nearly three years ago went to Singapore as Editor of the 'Tiensan Sainpao', an out-and-out advocate for reform in China. In revenge his family have now been seized by the authorities who seek, as is usual with such men, to force the man they want on the score of filial piety to give himself up so as to free his parents. The chances, however, will be that Mr. Ch'iu's parents will not be liberated even if he should come back and give himself up, owing to his being one of those who are destined for summary decapitation when captured.—N. C. D. News.

THE C.M.S. 'Hsinchi', Captain Patterson, which arrived at Shanghai on 19th inst. from Tangku, reports having sighted a steamer on Sunday last at 6 p.m., flying signals and apparently disabled, and the 'Hsinchi' immediately bore down to her. On nearing her she was found to be the Indo-China Company's steamer 'Kingsing', Captain Young. Her signals indicated she had broken her shaft, and being within hailing distance, Captain Patterson offered to tow the disabled ship to Shanghai. This offer Captain Young declined with thanks, saying that he expected their company's steamer 'Lienching' to pass the following day and that she would take them in tow. The 'Hsinchi' then proceeded on her voyage. Captain Young wished to be reported all well and his vessel's position approximately was Lat. 34° 09' N., Long 122° 41' E. The 'Hsinchi' reported moderate to fresh N.W. winds; cloudy and moderate sea. The disabled vessel was expected to reach port next evening in tow of the 'Lienching'.

WE have read plenty of stories about the incapacity of our War Office officials; how they refused an offer of 15,000 Basuto ponies, seasoned to the climate, at £15 each and sent out instead English horses at £40 each, which take weeks or even months to get used to their new environment; how last summer the Vickers-Maxim Co. reported that they had a large order from the Transvaal for Maxim guns and asked if they should execute it, and were told by the War Office that they were fully at liberty to do so; how they sent out all the City Imperial Volunteers armed with rifles with defective sights; but the latest story is incredible for its asinine stupidity. The Hon. W. J. Lyne, the Premier of New South Wales, offered a hundred service waggon for use in South Africa. "To this handsome offer," the reply from the War Office, sent through Mr. Chamberlain, who must have chuckled when he saw it, was that the offer was accepted, but that "they wish the vehicles to be inspected at Woolwich."

OWING to the pressure on our news columns we are compelled to hold over our report of Mr. Jones's lecture on "The Grip on Empire," given last night to the members of the Odd Volumes Society.

SEVERAL of the officers of H.M.S. 'Peacock' have been under court-martial during the past few days, says the N. C. D. News, as the result of a recent accident at Yangtze Cape through which two steam-pinnaces were, among other things, lost. We understand that Lieut. and Comdr. S. G. Douglas has been dismissed the ship, as has one other officer, while the case of a third is still before the Court. The command of the 'Peacock' has been given to Lieut. C. P. R. Coode, 1st Lieutenant of H.M.S. 'Algerine', who happened to be now in Shanghai on leave.

News has been received in Shanghai, says the N. C. D. News of 20th inst., that the steamer 'Kinsai Maru' (late 'Sin Nansing'), bound from Yokkaichi to Weihaiwei, Chefoo, and Newchwang, with a general cargo, went ashore on Friday last on the Shantung Promontory. With the aid of a man-of-war, presumably British, she was got off early on Saturday morning and towed into Weihaiwei. The vessel with her cargo was considerably damaged and we are informed that there will be heavy claims on the cargo, which was mainly insured with the Japanese agencies of local companies.

THE Hamburg-American Line, and North German Lloyds, are having their two new mail steamers, fitted up with ice making, and refrigerating machinery, on the Linde system. One of the steamers has already left on a voyage to the East and in addition to her cooling chambers and ice making plant, has had two state rooms cooled. Sir Claude Macdonald recently occupied one of them on his return to the East, and the cool atmosphere added greatly to the comfort of the voyage. This system should it become popular, will greatly add to the comfort of the passengers, during a voyage through the tropics. Altogether 20 steamers of the N. German Lloyd have been fitted out with the Linde system.

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

An extraordinary general meeting of the above company was held at noon to-day at their offices. The following gentlemen were present:—The Hon. J. J. Keswick, in the chair, the Hon. C. P. Charter, Messrs. F. M. J. M. Gracia, J. Hooper, A. Shelton Hooper, Paul Jordan, A. McConachie, J. M. Moses, J. M. Peter and A. G. Raymond.

The Chairman proposed the following resolution:—  
That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalized and be applied in part payment of the Call of \$50 per share on all the Shares in the Company, to be made by the Board.

Mr. McConachie seconded and the resolution was carried unanimously. A vote of thanks having been proposed to the Chairman and Directors the proceedings terminated.

## HONGKONG HOTEL CO., LD.

To-day at noon, the ordinary general meeting of the shareholders in the above company was held in the Hotel. Mr. E. Osborne presided and the following gentlemen were present:—Messrs. W. H. Potts, M. Bain, Hart Buck, A. Babbington, E. D. Saunders, H. Looker, W. Parfitt, R. H. Potts, F. D. Goddard, D. Jones, F. Henderson, G. T. Veitch, C. Palmer, W. A. Cruickshank, J. V. Vernon, J. H. Lewis, J. E. Gomes, J. R. Michael, R. H. Phillips, R. Jordan, Ho Tung, Ho Fook, Ho Kong Tong, Lo Cheung Shin, Ho Chok Tin, Chan Chan Nam, Ho U. Shang, Sang Kee, Leung King Shang, and C. Mooney (Secretary).

The Chairman said—I propose with your permission to take the Report and accounts as read. There is, I am sorry to say, a clerical error of \$10,000 in the body of the Report in comparing the profit on working with the previous year, but this of course does not affect the accounts. The business of the Hotel during the period covered by the Report, was a distinct improvement on the corresponding six months of 1899, and it is gratifying to observe this steady advance, and contemplate the increasing popularity of your establishment, not only amongst tourists and the shipping community, who patronize us extensively, but also amongst local residents whose tastes and requirements are of somewhat an exacting character. We recommend a final dividend, which is rather in excess of our expectations, but we do in the belief that it is your wish the profit should be so appropriated and in the confidence that, if business continues as it has been during the past year, this dividend can be fully maintained. As the Extraordinary meeting will be held immediately after this I will not detain you by making further remarks, but if there be any points connected with the Report, which need explanation I shall be happy to give it to the best of my ability.

There being no questions the Chairman proposed and Mr. Douglas Jones seconded the adoption of the report and statement of accounts. Carried unanimously.

Mr. Vernon proposed and Capt. Goddard seconded the re-election of Messrs. R. C. Wilcox and E. Osborne as directors.

Carried.

The Chairman thanked the shareholders for their attendance and said that the dividend warrants would be ready to-morrow. As there was a few minutes to wait before the extraordinary meeting could be held, Mr. D. Jones proposed a most hearty vote of thanks to the directors for the most satisfactory report that they had placed before them, and for the steady improvement that had been made in the hotel during their tenure of office. He knew that the shareholders Companies in Hongkong were apt to receive their profit without even thanking their directors, and he had much pleasure in proposing a hearty vote of thanks to the directors.

Carried.

Mr. Osborne thanked the meeting. An extraordinary meeting was held immediately after, when the articles of association were discussed and amended to bring them up to date requirements. The principal alteration being that the remuneration of directors was augmented.

## "HIS EXCELLENCY THE GOVERNOR."

AT THE THEATRE ROYAL.

Neither time nor place could have been more apt for the production of such a piece as "His Excellency the Governor" as was yesterday at Hongkong; for Empire was in the air, the city was full of it, Mr. Jones in his admirable lecture spoke of the blessings of it and the special advantages to be derived from being a Crown Colony and as recently as last year we, in Hongkong, had an illustration of the remarkable intrinsic value of this form of government. Short of some of its extravaganzas the piece acted last night by Messrs. Dallas and Company might fairly be taken as representing the state of mind in which our officials were plunged at the first burning of the matcheds in the Hinterland. The conclusion of the play is wonderfully realistic, His Excellency pats the Cabinet Minister on the back, the compliment is returned and—blunders forgotten.

The story of the comedy is wonderfully well written, the dialogue sparkling throughout with good natured humour, with the situation and characters most realistic. We cannot hit upon any one position that did not seem to be perfectly natural under the circumstances. The scene is laid in the vestibule of Government House, Ammandaland Islands, somewhere in the Southern Pacific, where the climate is salubrious and a certain aloof grows that blossoms once in a hundred years and when it does so and the pollen is blown by the wind on the genus homo the effects are most disastrous, causing a perfect epidemic of love. This happens at a most inopportune time, during the visit of Mr. Carlton, M. P., to the islands on a private tour of inspection, accompanied by his wife and daughter, Stella de Gex, an actress with whom His Excellency had formerly been intimate, also comes to the island to give performances. She visits the Governor, recognises him and makes him give her quarters in Government House, at the same time passing herself off as a French countess. To understand the story it is necessary to state that previous to the M. P.'s arrival, news has been received that the natives are threatening a rising on account of an ordinance reducing the number of wives allowed each inhabitant. The visitors come and the above mentioned pollen blows at last has to succumb to the remarkably faithful machinations of the elder lady, his darling's Aunt. The harmony of the billing and cooing is rudely broken by the advent of an officer with the news that the natives have risen. Panic ensues, the ladies barricade themselves, the M. P. and Governor taking due precautions for the safety of their own august personages. The alarm turns out to have been caused simply by a meeting of the natives in honour of the arrival of the M. P. The military, mistaking their intentions, fired a volley, which, owing to the new-pattern weapon used, was harmless and was afterwards explained away as having been a case of mistaken identity. The M. P. tells His Excellency to telegraph home a complimentary report of his bravery during the trying circumstances and promised to recommend, His Excellency the Governor for the peerage. Mutual compliments are paid and the curtain drops on the assembly as they resume the more pleasant task of love-making.

The piece was splendidly staged and each performer seemed perfectly at home in the role to which she or he was allotted. Mr. Dallas, as the affable governor, was true in every detail, maintaining his characteristics throughout most admirably. Mr. Bertrand Hermann made a most amusingly accurate and lively study of a most adverse to love in general but defeated by the aloof. Mr. Percival has a real military appearance and exhibited the true martial spirit in the dangerous operation of storming the female heart. Mr. Ferrel had a very good part and with all due respect to his histrionic powers we hope his depiction of a Cabinet Minister is not altogether correct. The ladies were certainly worth the trouble their presence had caused and we do not think that the jealousy shown by Capt. Carew and Mr. Baverstock was quite without a sympathetic feeling among the audience. They would have been content to have had the chance of a taste of the neglected but self-imposing Stella de Gex. The other ladies were also charming. This comedy has been advertised for one night only but we are sure Mr. Dallas will consider the wishes of Hongkongites and put it on again; people who went last night, and there were plenty of them, the house being crowded in all parts; will go again and take their friends with them to share in the merriment that is maintained from the rising of the curtain to the going down thereof.

## DRAMATIS PERSONA.

Sir Montagu Stanley Kt. (Gov. of the Ammandaland Islands)..... Mr. Henry Dallas.  
Mr. John Baverstock (His Private Secy.)..... Mr. Bertrand Hermann.  
Capt. Charles Carew (Ald.)..... Mr. Arthur Percival.  
Mr. Carlton, M. P. (a Cabinet Minister)..... Mr. Ferrel.  
Major Kildare..... Mr. Lawrence Derrick.  
Duke..... Mr. P. H. Hall.  
Sentry..... Mr. D. Munro.  
Gentleman..... Mr. J. H. Lewis.  
Miss Ethel Hardacre..... Miss Ethel Hardacre.  
Mrs. Westworth Holingbrooke..... Miss Rosie Blair.  
Stella de Gex..... Miss Stella de Gex.  
Sergeant Vestibule in Government House, Ammandaland Islands.....

## TIME: TO-DAY.

For only three nights (including to-night) longer does Mr. Dallas intend to stay in Hongkong—future arrangements making it imperative that he should depart on Friday next. The season has both artistically and financially, proved a wonderful success, even surpassing the splendid records that the Company made last year. In "The Geisha" and "A Runaway Girl" Mr. Dallas has given us productions the like of which we may safely say have never previously been attempted by any travelling company, and every credit is due to him for the tremendous success which has greeted his daring exploits—for his no child's play to bring a large and expensive company together with all the necessary scenery properties &c. from home to these far-away climes on the off chance of winning the approval of a critical audience, such as is to be found in almost every capital in the East. But Mr. Dallas has succeeded, perhaps even beyond his own brightest expectations. To-night we have the great play which caused such tremendous controversy, both at home and abroad, and with which Mr. Dallas scored so largely last year, "The Sign of the Cross." Mr. Dallas as Marcus Superbus, and Mr. Dallas as Mercia, appear in characters that might have been written specially for them, so well do they fit them. To-morrow "The Geisha" and on Thursday (the last performance) "A Runaway Girl."

## FRENCH INDO-CHINA.

From Haiphong and from Tonkin generally bad news is constantly arriving, concerning the commercial deadlock, the payable consequence of Governor Doumer's system of con-



stantly increasing custom dues. The following paragraph received in a private letter by a correspondent puts a very disheartening view on the state of trade at present existing in the Protectorate.

"You will no doubt have learned that during the past six months many important houses in Hongkong (all European) have liquidated, failed to have been obliged to cease business, as well as three or four Chinese houses. As to Hanoi, about a score of Chinese merchants have been into the bankruptcy Court or have liquidated. All this has come about thanks to the paternal administration of our poor colony, by the ever increasing vexatious taxes created for a yes or a no, and which will finish by undermining our small resources. Salaries are being cut down and things generally are at a very low ebb. Notwithstanding this, money is still found for the construction of theatres, and that irrepressible globe-trotter, H.E.M. Budget for his coming expenses (about 700,000 francs per annum). *Passive Tonkin!*"

### WATER-TUBE BOILERS.

On Saturday night a very interesting and enjoyable paper was read and listened to by the members of the Institution of Shipbuilders and Engineers of Hongkong, and their friends.

Mr. Wilkes was the lecturer and the subject chosen was Water-tube boilers.

The concert room was tastefully arranged for the occasion.

The Vice President, Mr. Ramsay presided and a few chosen remarks introduced the lecturer; just at this point H.E. the Governor and Viscount Suddale arrived, and were received by the Company standing.

In the course of his paper, Mr. Wilkes said—

"The subject I have chosen for my paper is one which concerns most of us here this evening, and one that I feel sure is of great interest to all members of the Engineering profession."

We all know that for many years there has almost been a standstill as far as the construction of boilers was concerned, and the one boiler almost universally used for steamships was the one known as the cylindrical return-tube Scotch boiler, and I may say that at the present time there are thousands of these boilers in use, and comparing the form of construction with those of thirty years ago, the writer sees but little change.

As this is a meeting principally of Marine Engineers, it is my purpose, to consider only the particular type of water-tube boilers as adapted for marine purposes.

The ever growing tendency of the present day is to do things quickly, and this must be the essence of all contracts in Marine Engineering, and consequently, speed is the object aimed at. The low pressures of our fathers have given way to higher and more economical ones as greater powers or higher piston velocities are obtained with the higher pressures at a considerable reduction in weights, than in the old order of things, and the compound engine has had to give way in favour of the triple and quadruple expansion engines, and then the question arises how are we to supply this high pressure of steam required for these classes of engines; and which must be done quickly and if possible, economically.

It will be my aim to show you that the water-tube boiler will be able to meet these requirements, but you will understand that I cannot, within the scope of this paper, give you more than a passing glance at a few of the many kinds of water-tube boilers made.

Great advance has been made in the manufacture of steel, and by this means boilers are now made to give double the power for the same weight that obtained some thirty years ago. This advance in the manufacture of steel has a greater bearing on the subject I am bringing before you, notice, than is generally credited, so much attention being directed to the form of design.

A few notable water-tube boilers are:

- (1) Large tube type.
- "Babcock and Wilcox," "Belleville," and "Naclaus."
- (2) Small tube type.
- "Thornycroft," "Yarrow," "Du Temple," "Normand," "Ward," and many others which, as I said, cannot be given the attention I should wish.

The first water or tubular boilers of any account were the "Babcock and Wilcox" and "Belleville," which passed through some twenty stages before they were brought to their present state of efficiency.

Now let us consider the essential points of a water tube boiler.

a.—There must be perfect circulation.

When we come to consider the small amount of water contained in these boilers and the intense heat applied in raising steam rapidly, we must have a perfect rapid of circulation. You will see by the sketch No. 1, the Belleville boiler (which I will describe later on).

b.—Feed, which must be automatic and regular. This is a most essential feature and must be put into the boiler in a regular stream, as any interruption in the feed supply would cause the separator or top drum which supplies the water for the tubes to soon become empty, and the tubes not getting their proper supply would burn away with the intense heat of the forced fires, you will see by sketch No. 2 an arrangement of automatic feed valve.

c.—Facility for cleaning the tubes—which in this boiler is done by passing brushes or scrapers on the outside of the tubes and having hand holes opposite each tube, by removing which the inside of the tubes can be cleaned and examined; the tubes are large enough to allow a light to be passed through them, thus enabling the condition of all the parts of the tube to be seen.

d.—Facility for repairs and replacements. In this matter the writer considers the water tube boiler a long way ahead of the cylindrical boiler as a great advantage being, the easy transport to any part of the world of the parts liable to deterioration, and being able to disconnect the parts of the defective boiler with the ship's staff, send it up on deck, and the new parts down into the stokehold, and put same together without having as at present, to cut away the decks of the ship, besides requiring the use of large shear legs, which is not at all times available, this, in my opinion, a great point in their favour.

### On Raising Steam.

We all know that in the present cylindrical boiler we should never dream of raising steam under from 6 to 8 hours, and even then we find the bottoms of the boilers are cold. Some years ago, the writer, when in the Black Sea, noticed shortly after steaming away from port, that it was quite cold, although there was 70 lbs. of steam on the boiler, which was not working now; this, as you all know, must be very detrimental to the boiler, and could not occur to a water tube boiler, for as soon as the fire is lighted, circulation commences, and it is quite possible and often known to get steam in 20 minutes, and in a torpedo destroyer, known to the writer, she has been going 20 knots seventy minutes after the fires were lighted on cold boilers, this must appeal to all of us, who have so long been associated with the Scotch boiler, as being almost incredible, and I may tell you that although steam is produced so rapidly it is almost impossible to injure the water tube boiler in this manner.

"Then again with regard to the weight of the water tube boiler and the pressure carried, you will all, I think, agree that 180 to 200 lbs. per square inch is about as far as we can go in the present type of cylindrical boilers, owing to the thickness of plates that would be required for the extra pressure of say, 350 lbs. per square inch, and the trouble and expense entailed in working such plates; and again, the intense heat required would deteriorate the thick plates that would have to be used for furnaces &c. for these pressures, and when we want 350 lb. per square inch or more, the water tube boiler is the one we must look to, and again in the matter of weight. Let us see what it means? Take for example, engines of 6,000 i. h. p., the weight of a water-tube boiler for these equals 63 tons for everything, boilers, water, funnels, casings, brickwork, water pans, bridges, &c.; now 6,000-i. h. p. gives us 652 i. h. p. per ton of boiler. Taking this high power, the weight is obtained at a loss of economy, but for short trips of two or three hours, in a destroyer or torpedo boat, this is of the greatest importance, and fuel is a secondary consideration. In a good double ended Scotch boiler 30 i. h. p. per ton of boiler is considered very good, but as regards economical working 37 to 40 i. h. p. per ton of boiler can be obtained in a water-tube boiler for the same consumption of fuel as used in the Scotch boiler, thus showing a saving for the water-tube boiler of about 18%.

Then again taking Naval boilers of the double ended type, the average weight of water is equal to about 29% of the total weight, while with single ended boilers it is about 26%. The steam pressure for which these boilers were designed is, however, only 155 lbs. per square inch, with double ended boilers made in accordance to Board of Trade rules; for pressures of 150 lbs. the water is equal to 33% of the total weight and about 32% with the single ended boilers. With the gunboat type of boilers the water is 33% when designed in accordance with Admiralty rules. With the Belleville boiler the water is only 8% of the total weight. With the Babcock and Wilcox about 14% Yarrow boiler 15%, Thornycroft 15%, and with the Normand it is about 24%.

The dry bottomed loco type, which is the great rival of the small tubes of water tube boilers has water to the extent of 30% in the single-ended design and 27% in the double-ended. And again, in looking at the weight per i. h. p. in lbs., the Naval ordinary double ended boilers with forced draught equal 18 lbs. per i. h. p., and with single ended ones 108 lbs., the lightest of all equals 806 lbs. The "Belleville" and "Babcock and Wilcox" are both under 80 lbs., and with an air pressure of 150 lbs. of water the weight is as low as 70 lbs. with the Belleville. Taking the naval cylindrical boilers with natural draught, the average weight per i. h. p. is 121 lbs., with double ended boilers, and 133 lbs. with single-ended.

When the cylindrical boiler is designed in accordance with the Board of Trade rules the difference is more marked, for here the double-ended boiler is such that the total weight per i. h. p. is 149 lbs. when the working pressure is 160 lbs., and as much as 196 lbs. when it is 210 lbs. pressure. Single-ended are heavier still, the Belleville boiler is only 107 lbs. per i. h. p. with a working pressure of 150 lbs. and the Babcock and Wilcox boiler 115 lbs. for a pressure of 200 lbs. We will now consider the Belleville boiler.

The Belleville boiler consists of a top cylinder or steam collector, and lower water chamber or feed collector, with a series of straight zigzagged tubes, these tubes being about 4 1/2" external diameter, and are termed the generating tubes, they are arranged in vertical groups, technically termed elements, and each element takes the form of a flattened spiral, so that there is a continual ascent from the feed collector to the steam collector; it is usual in this type of boiler for the element to contain 20 straight tubes of the diameter before mentioned; about 7' 6" in length, the ends of the tubes being connected by being screwed into malleable cast-iron boxes, which form the turns of the spiral. All other forms of large tube boilers have their tubes expanded into the junction boxes or headers, each front junction box having two small doors in line with the tubes for facility in cleaning the latter.

I may now point out that it is essential in this class, in ships, to arrange so that the vertical plane through each element should be parallel with the fore and aft line, as if they were inclined at an angle, and the ship should have a list, the angle of half of the tubes will be increased and the incline of the other half will be decreased instead of up, and on the application of heat the tendency of the flow of steam bubbles will be in opposite directions in contiguous tubes, and this action I have endeavoured to illustrate by Sketch No. 3. This action therefore necessitates the stokeholes being at starboard, as it is necessary to get at the end junction boxes to examine and clean the tubes, which could not be done with the tubes so arranged, if the boilers were placed side by side in a stokehole running fore and aft. A series of eight arrangements is placed side by side forming one boiler, and this is enclosed by sheet iron casing built up of a large number of plates formed so as to allow for expansion and fitted with flange baffles on the inside, and protected by asbestos millboard, the fire bars are placed about 2 feet below the lower tubes. Series of baffle plates are secured at intervals among the tubes to ensure, as far as possible, that the gases traverse the whole of the surface of the tubes before passing off to the funnel.

Now let us see what goes on in the interior of the Belleville boiler when steam is being generated. You will notice by Sketch No. 4 that the feed enters the boiler at the steam collector and thereby ensures circulation, also the heating of the feed water which is discharged into the boiler at a much greater pressure than that inside the boiler, it then falls to the bottom of the collector and combining with the returning water from the steam generating tubes flows to the return water tubes at each end of steam collector.

It will be seen by sketch that the generating tubes project into the steam collector some 8" to 10", this is to ensure that the feed water and returning water do not interfere with the free flow of steam from generating tubes.

The feed water passes down return tubes to the feed collector, to which the bottom end of each element is connected, and from which each element receives its supply. The steam generated flows into the steam collector carrying with it a considerable quantity of water which is separated out by a system of baffles shown in sketch No. 4. Having given you a rough idea of the principles of the "Belleville" boiler, I will now proceed to describe the automatic feed regulator, as represented by sketch No. 2.

Almost all types of water tube boilers have some system of automatic feed, some have valves outside, and some inside, but all are actuated by the action of a float, with the exception of the "Yarrow" boiler, where the opening for steam to the feed pump is on a level with that desired to be kept in the boiler, and as the water increases in the boiler, so the pump is stopped from working by the entrance of water into the steam pipe of the feed pump. Let us now consider what the indication of the water gauge mean in the "Belleville" boiler. The top connection is led to the seventh junction box from the bottom, and the bottom gauge connection to the bottom junction box, and although it is impossible for the gauge glass to show the true level, we can estimate the amount of water in the

boiler at different rates of evaporation, as experiments carried out at Messrs. Belleville's works have shown that when the level of water in the glass is about midway between the top and bottom connection of the gauge glass, i.e., the first and seventh junction boxes, sufficient water is present to prevent overheating of the upper tubes.

In estimating the amount of water to be kept in the gauge glass it must be borne in mind that the greater the rate of evaporation the higher the water will be shown in the gauge glass for the same amount of water in the boiler, and it will be observed that, when slowing down, the feed pumps will work rapidly, and on speed being quickly increased, they will be found to work slowly or actually stopping.

The following results were obtained, as the amount of water in the Belleville boiler, for the same indication on the gauge glass. The boiler experimented on when cold with the water level at working height held 1,000 lbs.; when burning 12 lbs. of coal per square foot of fire grate, the amount had been reduced to 2,400 lbs.; at 20 lbs. per square foot it was 2,100 lbs., and when burning 30 lbs. per square foot was reduced to 1,600 lbs.; so that what is required is that the water level in the gauge glass should be automatically kept higher at higher rates of evaporation. By the present arrangement this is done by removing weights from the automatic feed regulator when working at high rates of evaporation, and replacing them on slowing down, each weight equaling 17" of water in the gauge glass. The working pressure with the Belleville boiler is usually about 50 lbs. per square inch above the working pressure at the engine, which makes the latter independent of any fluctuations of steam pressure that may occur at the boiler and as the quantity of water contained is small and also the steam space being small, such fluctuations are more liable to occur than with the cylindrical boiler; this arranged difference of pressure also allows for the reduction of about 10% lbs. per square inch due to wire drawing at the boiler outlets when working at full power and also for the necessary friction in the pipes that must take place on its way to the engines, and this brings us now to the reducing valve which must be used so that the pressure at the engines will be constant. I may say that the reducing valve is not an indispensable feature, and is, so far, mainly used in large engines. Sketch No. 5 shows a reducing valve.

A recent fitting, which has considerably reduced boiler room area and increased the economical evaporative power, is the economizer, which is really a feed water heater, placed in the uptake and shown on sketch No. 1. This is similarly constructed to the main boiler, but with 2 1/2" diameter tubes, the feed water passes at the bottom and out at the top; the waste to the steam collector. "Belleville" as well as all other water tube boilers are fitted with self acting closing door to the ash pits, and fire extinguishers in the event of any tubes bursting.

(To be continued.)

### THE PUNJOM MINING-COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Third Ordinary General Meeting, to be held at the Office of the Company, No. 9, Praya Central, Hongkong, on Saturday, the 14th day of April, 1900, at noon—

The Directors have now to submit the Statement of Accounts and Report of the year ended the 31st December, 1899.

From these it will be seen that the hope expressed in the last Report that under the management of Mr. L. L. Bailey a more flourishing state of affairs would exist at the end of the year has not been realised.

Notwithstanding the reports of Mr. Bailey that prospects were encouraging, the result is far from satisfactory, which may be accounted for by the fact that Mr. Bailey has not devoted the whole of his time to the interests of the Company, but undertaken the management of another mine in which he was largely interested, and that, too, contrary to the instructions of your Directors.

This coming to the knowledge of your Directors, they dismissed Mr. Bailey forthwith. Mr. Thomas Howard, and Mr. Wm. Kerfoot, Hughes, were invited to join the Board of Directors, and they accepted. The latter gentleman, who has been connected with the Company from its inception, proceeded immediately to the mines to take charge of the Company's interests there. He found things in a bad state, and nearly all the old servants has been discharged or had left the service of the Company.

In addition to which, the embankment of the Reservoir supplying water power to the mill had been carried away by a flood, thus stopping the crushing of ore by the mill.

Other miners have now been engaged, as well as Mr. Terry, the Engineer, under whose superintendence the Reservoir dam was constructed, and that gentleman takes charge of the reconstruction of our dam, and it is expected that in a few weeks the water will be diverted into the Mill race so as to enable crushing to be resumed.

Reports from Mr. Hughes and the miners are highly satisfactory.

Two new outcrops of gold-bearing quartz have been found within a short distance of the mill, and shafts are being sunk and a short line of rails between them and the mill laid down.

The Directors therefore believe that in the near future the shareholders will reap the benefit of the efforts now being made to develop the resources of the Company's large and valuable concession.

In accordance with the Articles of Association Messrs. D. Gillies and J. H. Lewis retire from the Board, but, being eligible, offer themselves for re-election.

The Accounts have been audited by Mr. Fullerton Henderson, and the Board recommends him for re-election.

D. GILLIES, Chairman.

Hongkong, 20th March, 1899.

### THE PLAGUE.

Cases reported to 26th instant ..... 17  
Do. do. during past 24 hours ..... 1  
Total ..... 18

Deaths reported to 26th instant ..... 16  
Do. do. during past 24 hours ..... 1  
Total ..... 17

### SHIPPING REPORTS.

Capt. J. Kirk, of the steamship *Fushun*, from Shanghai, reports—Dull overcast weather throughout, strong monsoon and high sea from Tong Ting to Lamcock.

Captain L. T. Hannah, of the steamship *Maechan*, from Liverpool, reports—Left Singapore at 2 p.m. on the 21st inst. had fine weather to 20 miles south of Gap Rock, then fog, anchored at Ladrones to hours, arrived at Green Island at 7 p.m. on the 26th.

Captain A. E. Hodgins, of the steamship *Hatman*, from Keelung and Amoy, reports—

From Keelung to Amoy fresh N.E. winds and thick rainy weather, squally. From Amoy moderate N.E. winds and thick weather. From Swatow moderate N. to N.W. winds, dark and cloudy weather. Vessels in Amoy:—*Tientsin, Hailong, Orizeta, and Diamante*. In Swatow:—*Dagmar, Cheysang, Taiwan, and Kinkiang*.

Capt. J. Fowler, of the steamship *Phra Chom Klao*, from Bangkok and Koh-si-chang, reports—Left Bangkok on the 17th inst. and Koh-si-chang on the 18th, experienced fine weather with light N.E. winds throughout, at 6 p.m. on the 24th, in consequence of dense fog setting in anchored off Gap Rock, on the 26th left for Hongkong dense fog setting in again, anchored off Green Island, left at 5 a.m. and arriving at 6 a.m. on the 27th.

### NOTANDA.

#### CALENDAR.

MARCH.  
Meteorological means based on ten years' observations to 1899.  
Barometer ..... 30.141  
Thermometer ..... 57.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

TO-DAY.  
WEATHER REPORT.  
On date at 4 p.m. On date at 4 p.m.  
Barometer ..... 30.19 30.09  
Temperature ..... 65 62  
Humidity ..... 79 89  
Rainfall ..... 0.01

TO-DAY.  
Tuesday, 27th March, 1900.

Chinese—27th of 2nd moon of 26th year of Kwang-shi.

Sun—Rises ..... 5hr. 58min.  
Sets ..... 6hr. 13min.  
High water—Morning ..... 7hr. 54min.  
Afternoon ..... 7hr. 13min.  
Low water—Morning ..... 5hr. 59min.  
Afternoon ..... 5hr. 37min.

ANNIVERSARIES.

1802—Treaty of Amiens.  
1875—Wreck of s.s. *Yen-lee-fu* near Amoy.  
1895—The British East African Company surrendered its charter to the Government.  
1897—Khorat Railway opened by King of Siam.  
1898—Russo-Chinese Convention re Liaotung signed at Peking.

TO-MORROW.

Wednesday, 28th March, 1900.

Chinese—28th of 2nd moon of 26th year of Kwang-shi.

Sun—Rises ..... 5hr. 58min.  
Sets ..... 6hr. 12min.  
High water—Morning ..... 7hr. 54min.  
Afternoon ..... 7hr. 13min.  
Low water—Morning ..... 5hr. 59min.  
Afternoon ..... 5hr. 37min.

ANNIVERSARIES.

1854—War declared against Russia.  
1858—The Shanghai Chamber of Commerce presented a memorial to Lord Elgin.  
1871—Proclamation of the Paris Commune.  
1884—Duke of Albany died.  
1894—The Korean political refugee Kim Ok Kiun assassinated at Shanghai.  
1897—Indian Relief Works employing 3,111,000 persons.

AGENDA.

TO-DAY.

9 p.m.—Mr. Henry Dallas' Company "The Sign of the Cross" at the City Hall.

TO-MORROW.

Cargo ex *Bendisi* subject to rent.  
Noon—J. C. & N. Co's steamer *Chelydra* leaves for the Straits.

R.K.V.C. ORDERS.

5.30 p.m.—Squad Drill for all Units at Headquarters.  
5 to 6 p.m.—Band Practice for unenrolled Drummers at Head-Quarters.  
6 to 7 p.m.—Band Practice at Head-Quarters.  
7 p.m.—Mr. Henry Dallas' Company "The Geisha" at the City Hall.

THURSDAY, 29th.

3 p.m.—22nd Ordinary Annual Meeting of Shareholders of the China Sugar Refining Co. Ltd.  
3 p.m.—Meeting of the Legislative Council.  
4 p.m.—Cargo ex *Tientsin* subject to rent.  
4.15 p.m.—Meeting of the Sanitary Board.  
5 p.m.—An Extraordinary General Meeting of the members of the Hongkong Club.

5 to 5.30 p.m.—Regular Meeting of the Eothen Park Lodge, No. 264.  
N. L. steamer *Austria* leaves New York via Suez Canal.

9 p.m.—Last night Mr. Henry Dallas' Company "A Runaway Girl" at the City Hall.

R.K.V.C. ORDERS.

4 to 5.30 p.m.—Annual Revolver Course for the officers and staff Sergeants of Corps at the Revolver Range.  
5.30 p.m.—F. B. Gun Drill at Head-Quarters.  
5.30 p.m.—"A" "B" & "C" Co., Gun Drill at Head-Quarters.  
5.30 p.m.—Trumpeter's Class at Head-Quarters.

FRIDAY, 30th.

Noon—N. Y. K. steamer *Hiroshima Maru* for Bombay via Singapore & Colombo.  
4 p.m.—I. C. S. N. Co's steamer *Tientsin* leaves for Manila.  
4 p.m.—N. Y. K. steamer *Futani Maru* leaves for Manila.

Cargo ex *Weimar* subject to rent.  
R.K.V.C. ORDERS.

5.30 p.m.—Squad Drill for all Units at Head-Quarters.  
5.30 p.m.—F. B. Squad Drill at Kowloon Docks.

SATURDAY, 31st.

Noon—11th Ordinary Annual Meeting of Shareholders of the Green Island Cement Co. Ltd.  
Noon—His Excellency the General will meet the subscribers to the South African Fund in the Council Chamber.

Noon—P. O. S. N. Co's steamer *Parramatta* leaves for London &c.  
1 p.m.—The Victoria Recreation Club's Sixth Athletic Sports.  
12.30 p.m.—18th Ordinary Annual Meeting of Shareholders of the Luzon Sugar Refining Co. Ltd.

C. and O. S. Co's steamer *Lady Isely* leaves for San Diego and San Francisco.  
(About N. Y. S. Co's *Olympia* leaves for Victoria B. C., and Tacoma.

SUNDAY, 18th APRIL.

4 p.m.—Cargo ex *Malacca* subject to rent.

MONDAY, 2nd.

Pension Day.

TUESDAY, 3rd.

9 p.m.—Concert by Mr. Alex Marsh in St. George's Hall.

### SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Bengal) 29th inst.  
Indian (Lightning) 31st inst.  
American (America Maru) 2nd prox.  
Australia (Eastern) 3rd prox.  
German (Konig Albert) 3rd prox.  
Tacoma (Sikh) 5th prox.  
German (Prinz Heinrich) 5th prox.  
American (Gaelic) 20th prox.

The O. & O. S. Co's steamer *Lady Isely*, on the 25th inst., and is due in Hongkong on 26th inst.

The N. Y. K.'s steamer *Sanuki Maru*, Europe Line left Singapore for this port to-day and is expected to arrive here on the 31st inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isa de Cuba ..... at Kowloon Dock.  
Jacob Diederichsen .....  
Shantung .....  
H.M.S. *Waterwitch* .....  
Chelydra .....  
U.S.S. *Monadnock* .....  
Empress of China .....  
D. Juan d'Austria ..... Cosinopolitan  
Peiyang .....

PASSED THE CANAL.

Outward—13th March—*Japan, Bamberg, Glenisiel, Konigsberg, Pingyut, Lesbury, 16th Mar.—Ernest Simons, Hakata Maru, Idomenus, Alcinous, Verona.*

Homeward—13th March—*Hilochi Maru, 16th March—Oldenburg.*

Arrivals at Home—16th March—*Carmarthen, Shire, Sachsen.*

### Shipping.

Arrivals.

KOREA, Russian steamer, 4,600, Berenzan, 26th Mar., Singapore 20th Mar., General.

TRITON, German steamer, 1,033, P. Lassen, 26th Mar., Saigon 21st Mar., Rice, Siemssen & Co.

TRIM, Norwegian steamer, 710, Hannestad, 26th Mar., Cheloo 21st Mar., General, Chinese.

ORESTES, British steamer, 2,992, T. Peters, 26th Mar., Amoy 25th Mar., General—Butterfield & Swire.

VICTORIA, Swedish steamer, 825, Hillberg, 26th Mar., Cardiff 4th Feb, and Singapore 19th Mar., Coal.—Harting, Buschmann & Menzell.

FUSHUN, Chinese steamer, 1,594, J. Kirk, 26th Mar., Shanghai 23rd March, General—C. M. S. N. Co.

COTIC, British steamer, 2,744, J. C. Rander, R.N.R., 27th Mar., San Francisco 27th Feb, and Shanghai 25th Mar., Maiss and General—O. & S. S. Co.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 27th Mar., Bangkok 17th Mar., and Koh-si-chang 18th, Rice, &c.—Butterfield & Swire.

MACHAON, British steamer, 4,276, L. T. Hannah, 27th Mar., Liverpool 17th Feb, and Singapore 21st Mar., General—Butterfield & Swire.

GLENARCA, British steamer, 2,316, F. Selly, 27th Mar., London 3rd Feb, and Singapore 21st Mar., General—McGregor Bros. & Gow.

HAIMON, British steamer, 636, A. E. Hodgins, 27th Mar., Keelung 24th Mar., Amoy 25th, and Swatow 26th, General—Douglas, Laiprak & Co.

FUTANI MARU, Japanese steamer, 2,381, J. Thom, 27th Mar., Nagasaki 23rd Mar., General—Nippon Yusen Kaisha.

HAILONG, British steamer, 783, H. Bathurst, 27th Mar., Amoy 26th Mar., General—Douglas, Laiprak & Co.



## Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 9th March, 1900. [311b]

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS OF the CLUB will be held in the CLUB HOUSE, on THURSDAY, the 29th March, 1900, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 15th instant.

C. H. GRACE, Secretary.

Hongkong, 19th March, 1900. [359b]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE ELEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 31st March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 23rd March, 1900. [385b]

SOUTH AFRICAN WAR.

SAIORS AND SOLDIERS FAMILIES FUND.

HIS EXCELLENCY SIR HENRY A. BLAKE, G.C.M.G., will be glad to MEET the Subscribers to the above Fund at the COUNCIL CHAMBER, on SATURDAY, the 31st instant, at NOON, when Final Statement will be produced; and the Committee formally dissolved.

By Order, T. JACKSON, Hon. Treasurer.

Hongkong, 26th March, 1900.

LUZON SUGAR REFINING CO., LIMITED.

## NOTICE.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Peddar Street, at 12.30 P.M., on SATURDAY, the 31st March, for the purpose of receiving their Report and a Statement of Account to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 20th March, 1900. [359b]

THE PUMJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, 9, Praya Central, on SATURDAY, the 14th April, 1900, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899, and for the election of Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 14th April, both days inclusive.

By Order of the Board of Directors, W. H. GASKELL, Secretary.

Hongkong, 26th March, 1900. [391b]

## ANNOUNCE.

LA commission soussignée, chargée par le gouvernement de Macao de procéder à l'acquisition d'une drague, un remorqueur et deux chalands pour le port de Macao, rend public que, pour la fourniture de ce matériel, il est ouvert concours pendant 120 jours à partir de la date de cette annonce, et que les conditions pour le concours peuvent être examinées dans la Direction des travaux publics à Macao, et dans les consulats du Portugal à Hongkong, Shanghai et Saigon.

Les propositions avec les dessins respectifs et les spécifications d'accord avec les conditions doivent être adressées au "Presidente" de la commission des travaux du port de Macao, par le quel elles seront seulement reçues jusqu'au 22 Mars de cette année.

Macao, le 24 Mars 1900. - Augusto Cesar d'Almeida Nunes, directeur des travaux publics. - Antonio Tulio de Costa e Silva, capitaine du port. - João Augusto de Fozes Pereira de Mello, capitaine de corvette. - Arthur Tamagnini Barbosa, inspecteur des finances. - José Maria Lopes, mécanicien de marine.

Hongkong, 26th March, 1900. [392b]

## EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at BREWER & CO., (Under the HONGKONG HOTEL), Business Hours 9 A.M. to 5 P.M.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [354b]

## DART LOONG.

LADIES' DRAPERS, OUTFITTERS AND TAILORS.

51 & 53, WELLINGTON STREET.

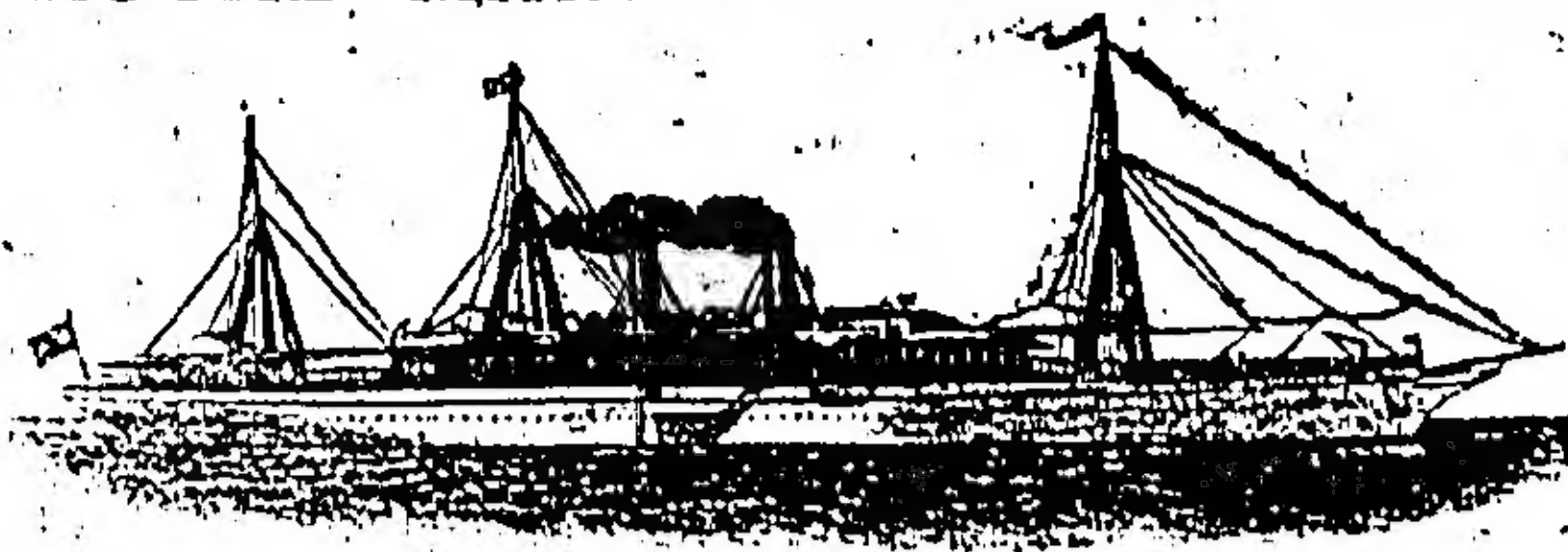
LATEST STYLES in Ladies' Dress Materials direct from Manufacturers.

The Ladies' Tailoring Department is on the Premises and under the Superintendence of YUEN LEE.

Hongkong, 14th March, 1900. [335b]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.

EMPRESS OF INDIA...Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 25th April.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey.

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddar Street.

Hongkong, 14th March, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia...2837 J. Truebridge Mar. 31

Sikh...2747 J. Rowley Apr. 14

Glenogle...3750 W. Frakes Apr. 24

Queen Adelaide...2832 F. McNair May 5

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire...2874 W. A. Evans May 19

Barataria...3601 W. Watt June 9

Monmouthshire...2874 W. A. Evans Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office with address marked in full by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th March, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Latvia...3194 on Mar. 31

Strathgyle...5023 about April 14

Gartside City...3002 about April 28

Carmarthenshire...2929 about May 12

Belgian King...3379 about May 26

Thyra...3406 about June 9

THE Steamship "LADY JOICEY,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked with address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 16th March, 1900. [28]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MIKAWA MARU...SHANGHAI, CHEMULPO and NAGASAKI...To-morrow, 28th March, at Noon.

HIROSHIMA MARU...BOMBAY, VIA SINGAPORE and COLOMBO...FRIDAY, 30th March, at Noon.

FUTABA MARU...MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...FRIDAY, 30th March, at 4 P.M.

KAWACHI MARU...MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID...FRIDAY, 13th April, at Daylight.

\*KINSHU MARU...VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA...THURSDAY, 19th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA...NEW YORK, (via SUEZ CANAL)...29th March...Freight.

SAXONIA...HAVRE and HAMBURG...About 3rd April...Freight.

\*HEIDELBERG...HAMBURG with transshipment in HAMBURG...About 10th April...Freight and Passage.

\*SIBIRIA...HAMBURG with transshipment in HAMBURG...About 20th April...Freight and Passage.

Braun...HAMBURG with transshipment in HAMBURG...About 30th April...Freight.

\*SERBIA...HAMBURG with transshipment in HAMBURG...About 30th April...Freight.

Ostermann...HAMBURG with transshipment in HAMBURG...About 30th April...Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Thursday, 31st May, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 26th March, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Saturday, 21st April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Tuesday, 18th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulul) Saturday, 9th June, at Noon.

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 26th March, 1900. [1]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1895. [30]

## To be Let.

TO LET.

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5, RIFON TERRACE.

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## THE TRIAL OF THE MURDERERS OF MR. BROOKS.

The trial of the murderers of Mr. Brooks took place on the 26th of February and the following days, at Chinanfu, in the presence of Mr. C. W. Campbell, of H.B.M.'s Consular Service.

Before the trial was held Mr. Campbell visited the disturbed district, where the murder was committed. After going over the ground the case could be understood much more clearly; besides which, the visit of a British Consul in a green chair escorted by some twenty of the Governor's soldiers had an excellent effect on the population. The officials of the four districts visited were, on the whole, only showing any disinclination to the trial. The officials in Chinanfu, from Yuan Shih-kai downwards, were reasonable and respectful without being obsequious.

Twenty-two names were given in of persons suspected of complicity in the murder. Of these fifteen were arrested, and the authorities added three others, making eighteen to be tried. It proved, however, the majority of these, whether implicated in *Taipei Hui* offences or not, had no hand in the murder of Mr. Brooks. The trial was conducted by the Provincial Judge in a large hall of the *Hsiang-chai*, where important cases are taken. Mr. Campbell took with him as secretaries Mr. Matthews (Mr. Brooks's colleague), and Mr. Couling (English Baptist Mission, Shanghai).

Three tables were arranged as three sides of a regular hexagon; the judge sat at the centre table; with Mr. Campbell on the left in the seat of honour; at the judge's side table sat three expectant prelates; at the table on Mr. Campbell's side sat Mr. Matthews, Mr. Couling, and the Governor's interpreter, who, of course, was not used at all during the trial.

Mr. Campbell put most of his questions through the judge, but sometimes when it was desired to get a quick reply without allowing time for consideration he addressed the prisoner or witness direct.

The men more or less closely connected with the murder were these seven—  
Meng Kwang-wu,  
Wu Chang-cheng,  
Wu Chang-cheng,  
Yang Yung-mu,  
Li Tung-kuan,  
Li Tung-kuan (inn-keeper at Hsiang-chai),  
Liu Hsiu-yi (constable at Hsiang-chai).

The first five were a gang of *Taipei Hui* members; they had with them two men, whose names were given as Wang and Chang, about whom very little could be ascertained, and there is little hope of their being arrested. This is of less importance, however, because though they were in the gang for part of the time they were present at the murder, and were not parties to it.

The evidence of the prisoners when sifted and arranged, amounts to the following—  
Meng was the ringleader. He said the foreign devils had poisoned his brother, and others of his family had been killed in the fight at Pingyuan, where so many Boxers lost their lives some months ago. For revenge, therefore, he came down from Enhsien to stir up strife in Feich'eng. With Wang and Chang he went to Feich'eng city, appeared on the streets of the south suburbs with red cloths round their heads, got some recruits, and returned to Changchiatien, a large village about 40 li west of Feich'eng. The Feich'eng official declares that he was never informed of their presence in the suburb.

The sixth day the two Wu's (who were not related to one another) and Pang, a mere silly youth led away by Wu Chang-cheng, went over from Feich'eng to Changchiatien and joined Meng and the others in an inn there, on the morning of the 20th of December last.

The six men were having breakfast when they heard a commotion on the street, and were told that a foreigner was passing. This was Mr. Brooks, who was going from Tsai to Pingyuan, one and a half days' journey, and who at this time (about 10 a.m.) was within four hours of the end of his ride. The six men rushed out, some putting on red headcloths as they went, and overtook Mr. Brooks just outside the village, a crowd of villagers following them. The village is it may be remarked, has over 1,000 families, or say over 6,000 inhabitants.

Mr. Brooks, seeing several men rushing at him with swords in their hands, jumped off his donkey, closed with the first man Meng, and managed to take the sword from him. The two men named Wu attacked him, however, and wounded him on the temples, cheek and arms. Certain parallel wounds scored on the backs of both hands were probably inflicted at this time, to make him lose his hold of the sword and whatever else he was grasping. Disarmed, he broke from them and ran into a house in the village, but was immediately dragged out, his Chinese garments stripped from him, and his wrists bound in front of him with a girdle. His undergarments and a pair of foreign trousers he was wearing and his shoes were not taken from him. The day, however, was overcast, snow was on the ground, a keen wind was blowing, the mercury was well below freezing point, and the suffering from cold must have been worse than that from wounds. It is something to be thankful for, however, that there were no further wounds given, until the death-blow was struck.

The constable of the village (*ti-pao*), named Liu Hsiu-yi, came and expostulated, and the gang led their prisoner away westward. If the constable had at once gone to Feich'eng, 30 li away, it is possible that the official might have sent help in time to save Mr. Brooks's life. He first, however, following the gang for some distance, then returning discussed the matter with the village elders and did not start on his journey till nearly dark that night, notifying the official some 12 or 13 hours after the seizure—that is, long after the murder had been committed.

They took their victim some 10 li westward and reached a group of inns or foodshops called Hsiang-chai. They stopped at Li Ta-ch'eng's foodshop, tied Mr. Brooks to a tree near by, and sat down to drink hot water. Li Ta-ch'eng appears to have given a bowl of water to Mr. Brooks also.

The band was joined here by a young man named Li Tung-kuan. According to his own account he was out collecting debts, riding his own horse, had stayed the night at Hsiang-chai, and was just starting off after breakfast when Mr. Brooks was led up. At any rate he rode with or after the band all that day, and was within a few yards of Mr. Brooks when the murder was done. He pleaded that he followed to "see the fun" but Meng had mentioned his name as one of the band, who had been left at Hsiang-chai by Meng himself the previous day or the day before the murder. Pang did not go beyond this place. He was outwore, lay down and slept a few hours, and then returned by himself to Changchiatien to await the return of the others.

From Hsiang-chai they led their prisoner some 10 li further to a village called Maohchiau (400 families) where there had been a raid two days before on Roman Catholic Christians. Mr. Brooks was tied up at the door of the Catholic place of worship, and given a bowl of gruel; the gang, which had been in the inn during the two or three hours spent there, probably every one in the village saw, but no one

attempted a rescue from the band of five armed men, though only armed with swords. At this time two of the band withdrew. They were the two who have not been arrested, namely Wang and Chang.

In the afternoon the party started back again towards Changchiatien. It would seem that they were still doubtful what to do with their prisoner, although Meng had already threatened to kill him. By the time they reached Hsiang-chai however, Mr. Brooks seemed unable to go further. The wounds, and perhaps still more the six hours' exposure to intense cold, had so told on him that he sank down at the inn-door, striking his head on the doorpost. The innkeeper, Li Ta-ch'eng, who had given him water in the morning, now pleaded for his life. The others, perhaps somewhat alarmed at Mr. Brooks's condition, went to cut the bonds, but Li Ta-ch'eng untied them. Mr. Brooks, on being released, suggested that they should take him to Takuanchuang, where there were some of his church-members, and there make an arrangement and get some silver for his ransom. They agreed, and all started westward over the road already traversed twice that day. The path is a rough mountain road somewhat uphill. They had gone but a little way when Mr. Brooks, who from his school days had been a first-rate runner, moved by one cannot tell what impulse, broke from them and ran. This perhaps gave the necessary fillip to their courage; they shouted and pursued. Li Tung-kuan, on horseback, caught up first; then Mr. Brooks slipped in the snow and fell; Wu Chang-cheng was close behind, and slashed thrice with his sword, giving wounds behind the ear and on the neck. As Mr. Brooks was still struggling to recover his feet Meng arrived, and shouting "He must be killed!" (*fei shia pu hsing*) struck twice, and cut off his head.

The body and head were carried in the gathering dusk, by Meng and the two men Wu, to a ravine some sixty yards from the road, and thrown there. Li Tung-kuan did not dismount from his horse. The other three then went back to the inn at Changchiatien, where Pang had already returned in the afternoon.

On some minor points the evidence was very contradictory, but the more important matters came out very clearly, and the above statement of the case is correct. Meng was no doubt the ringleader, Wu Chang-cheng helped to kill, Wu Chang-cheng wounded Mr. Brooks, when, first seizing him, helped to take his clothes from him, was there at the murder, and assisted in hiding the body. There is no doubt these are the men who did these things, and there is no evidence of any others having had any hand in the actual murder.

Li Tung-kuan was there, but took no part; Wang and Chang, who have not been arrested, were concerned in the taking and binding, but disappeared from the band some hours before the murder; Pang was with the gang at first, but took no part in ill-treating Mr. Brooks, and did not go further than 10 li with them. There was no evidence to show that any other person had any connection with the affair. Li Ta-ch'eng, the Hsiang-chai innkeeper, was under strong suspicion of complicity, but though he may be more or less directly connected with the *Taipei Hui*, all the evidence went to show that he had helped Mr. Brooks by giving him water and loosening his bonds. For these good deeds he was discharged on finding guarantees.

The constables and other officers of the two villages Changchiatien and Maohchiau are to be severely blamed for their inaction, and indeed all the onlookers in both places. Their only excuse is that they were afraid, not of the half-dozen men, but of the hundreds of *Taipei Hui* members in the neighbourhood.

The writer left Chinanfu immediately after the conclusion of the trial, and before the sentences had been passed.

—N. C. D. News.

S. C.

PEKING NOTES.

PEKING, March 15th.

Hsi Tung, the Grand Secretary and Chancellor of the Hanlin Academy, who recently denounced the five Hanlins, three of whom were sentenced to imprisonment for life, has since denounced fifty others of his Academy with equal severity for the same "crime" of being favourable to Reform and desirous of seeing the Emperor rule in person according to Western usages. It appears that Hsi Tung presented his memorial to the Empress Dowager presiding over five members of his Academy the expressed incredulity that such a "hothead of Reform as the Hanlin Academy" should contain only so few men disloyal to her government, and told Hsi Tung to "think the matter over" and report gain. The result was the list of fifty more Hanlins amongst whom are the brightest, most intellectual, and famous men of that body.

A rumour of Russians attempting to open a gold mine at Urga and being opposed by the Mongol tribes, there having come to the ears of the Empress Dowager who feels the moment unpropitious for showing any hostility to her great "ally," has resulted in her sending the Grand Secretary K'un Kang and Yu Ts'ung, President of the Mongolian Superintendent, post haste to Urga to investigate the matter and if possible "smooth things over" for the Russians. The Commissioners left this city for Mongolia on the 13th inst., and the result will doubtless be interesting as acting the promptitude of the Government in acting in any international matter which nearly concerns it and which it would be impolitic to procrastinate over. No British or United States Minister, since the country was opened to international intercourse, has ever met with such promptitude of action on the part of the powers that be. The pro-Russian party in Peking, however, deny that the Russians have anything to do with these Mongolian gold mines, but this is false, as future developments will certainly show.

As anticipated, the British and Italian Ministers have tried to intervene in the sentence pronounced against the Hanlin Wu Shih-tsao, owing to the help given by him in getting the Peking and Yangtze Syndicates their large concessions in Shansi, Honan, and the Yangtze Valley provinces. The two Ministers approached the Tsungli Yamen protesting against the sentence, but received the reply that, as it was the first intention of the Empress Dowager to have Wu Shih-tsao summarily decapitated, the commutation of his sentence to imprisonment for life was an act of mercy, which is all that can be expected.—N. C. D. News Cor.

THE FAR EAST IN PARLIAMENT.

Murder of British Officers in

Burmah.

(Feb. 10th.) Mr. H. Roberts asked the Secretary of State for India whether he had any information as to the murder at the village of Mougham of Major Kiddle, Mr. Sutherland, and Mr. Litton, attached to the Burmo-Chinese Boundary Commission; and whether he would state what military steps are being taken, in view of this serious incident, with regard to the future labours of the Commission.

Lord G. Hamilton: I have received the following information of the events referred to. It appears that the officers in question were assaulted whilst visiting a bazaar on Feb. 9th, at the village of Mougham. Two were murdered and one wounded. Mougham is just

outside British territory as at present delimited. The Government of India are considering whether the Commission should not withdraw to British territory for the present, and will take in concert with the Chinese Commissioner, such measures as may seem to be necessary.

The Pacific Cable.

(19th.) In reply to Sir E. Sassoon (Hythe), Mr. Chamberlain said: The question of the Pacific cable is under the consideration of a committee, on which the Imperial Government and the colonies interested are proportionally represented, and Her Majesty's Government understand that the deliberations of the committee will soon be completed. The committee is aware of the state of the market for cable materials.

Russian Consular Service.

Mr. Maclean asked the Under Secretary for Foreign Affairs whether an application had been made and accepted to by Her Majesty's Government for the establishment of a Russian Consulate General at Bombay; and whether it was proposed to appoint British Consuls at the principal places in the Caucasus and the Trans-Caspian dominions of Russia.

Mr. Brindley: In view of an assurance given by Her Majesty's Ambassador at St. Petersburg in 1876, Her Majesty's Government in August last expressed their readiness to accede to an application from the Russian Government for the establishment of a Russian Consulate at Bombay. Her Majesty's Government stated at the same time that they understood that the Russian Government would be ready to agree to the appointment of a British Consul at Tiflis should it at any time be found desirable to make such an appointment. No appointment of a Consul at Bombay has yet been notified by the Russian Government; but if such a Consulate is established it will be open to Her Majesty's Government to claim the right of appointing a Consul at Tiflis.

The Eastern Telegraph Company.

(20th.) Sir E. Sassoon asked the First Lord of the Treasury whether Her Majesty's Government would consider the desirability of withholding their sanction from future agreements between the Eastern Telegraph Company and the subsidiary companies and the Cape, Indian, and Australian Governments until Parliament had had an opportunity of taking cognizance of them; and whether, if the Government had no control over these conventions so far as regarded the colonies, Her Majesty's Government would point out to the colonial Governments concerned, the expediency of abstaining from any final decision until an Imperial policy of a comprehensive nature, embracing colonial interests, had been formulated by Parliament in the course of this Session.

Mr. Balfour: I think my hon. friend will see that the matter to which he calls attention in this question is one which cannot really be dealt with by the Imperial Parliament alone. It is a matter for negotiation between the self-governing colonies and the home Government.—L. D. C. Express.

Entimations.

ANNUAL CHEAP SALE.

FINE JAPANESE GOODS,  
during 25 Days only,  
commencing from 25th March.  
D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall,  
Hongkong, 26th March, 1900.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES' BICYCLES—PRICE—\$16. A special reliable Watch made for this Climate.  
Quality A.....\$12  
Quality B.....\$10  
40, QUEEN'S ROAD,  
Watson's Building.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.  
CHARMS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central.

Relieves the scalding pain at once and

CURES

all discharges from the genital-urinary organs in either sex in 48 HOURS.

Santal-Midy is a specific for Cystitis.

Unlike the san-dal oil of the Bazar, Santal-Midy is superior to Co-cuba, Cubeb, and all causes no inconveniences.

Be aware of imitations.

Each tiny Capsule bears the name

3, RUE VIVIER, PARIS.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—  
EVIE J. RAY, Amer. bark, Kasten—Sander, Weller & Co.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Baihuai, will be despatched for the above Ports, on THURSDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 26th March, 1900. [368b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. M. Rolfe, will be despatched as above on FRIDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th March, 1900. [388b]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"FUTAMI MARU,"

(3,800 Tons Gross, Captain I. Thom.) will be despatched for the above Port, on FRIDAY, the 30th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MILLAR, Manager.

Hongkong, 26th March, 1900. [393b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched on THURSDAY, the 30th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1900. [330b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on WEDNESDAY, the 4th April.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd March, 1900. [378b]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LOVSTAKKEN,"

Captain Williams, will be despatched for the above Port on or about the 5th April.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th March, 1900. [339b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on TUESDAY, the 10th April.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th March, 1900. [343b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

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For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th March, 1900. [344b]

Shipping.

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For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th March, 1900. [339b



## Intimations.

THE NEW FRENCH REMEDY.  
THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Veleau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 1/6d. In order to the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

## WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:— J. J. F. Office of This Paper.

Hongkong, 10th March, 1900.

## VISITORS AT THE HONGKONG HOTEL.

Aiken, Mr. J. H. Mason, Mr. H. B. Anderson, Mr. N. O. Mayson, Mr. J. V. Angus, Mrs. John McKerron, Mr. J. Bailey, Mr. W. S. McLeod, Mr. & Mrs. E. Banister, Rev. H. M. Meisel, Capt. Barber, Mr. J. N. S. Merling, Mr. S. Barlow, Mr. B. J. Meyer, Mr. and Mrs. Bassett, Mrs. J. B. C. Mittlemeyer, Mr. C. A. Black, Mr. F. W. Montgomerie, Mrs. and Blackburn, Com. R. N. maid. Blane, Mr. and Mrs. Murray, Mr. W. O. Bernal, Mr. Murphy, Mr. E. O. Brooks, Mr. F. Neipor, Mr. Van Olivers, Freehold Mines, Ltd. A. \$ 5 36. Burgdorf, Mr. T. F. O'Neill, Mr. J. J. Clark, Mr. H. P. Pott, Mr. W. E. G. Coats, Mr. C. E. Post, Mr. N. Dallas, Mr. and Mrs. Reeves, Mr. G. E. Hy. Richardson, Mr. G. E. Dawson, Comdr. and Robins, Mr. S. J. Denroche, Mr. P. C. Ryan, R.A.M.C., Lt. Drum, Miss Col. Sargood, Mr. P. R. Folles, Mr. and Mrs. Sargood, Mr. W. E. Glandine, Mr. H. Sargood, Mr. B. W. Glover, Mrs. Sargood, Mr. B. W. Goddard, Mr. & Mrs. Sharp, Mr. & Mrs. E. H. Goddard, Capt. Simmins, Mr. D. Graf, Dr. G. Otto Singh, Princesses D. Griffin, Major and maid. Hall, Mr. R. J. Smythe, Mr. A. J. Hamersley, Mr. B. F. Hamilton Henderson, Mr. & Mrs. Speck, Mr. W. Henderson, Miss Sperry, Mr. and Mrs. Hermann, Mr. B. G. B. Sperry, Master F. Hodde, Mr. C. E. Stevens, Miss Hoehink, Mr. B. Stevens, Miss Howard, Mr. T. Stewart, Mr. E. H. Hudson, Mr. E. P. Sinars, Mr. D. Jenkins, Mr. J. H. Taylor, Mr. B. Jeffries, Major & Mrs. Thomson, Mr. W. J. Joseph, Mr. and Mrs. Vaughan, Mr. H. S. E. S. Vernel, Mr. L. J. Katsch, Mr. E. A. Waghorn, Mr. G. Kinghorn, Mr. Waldow, Mr. R. Lambie, Mr. J. E. Warfield, Mr. and Mrs. Lams, Mr. F. Whitley, Mr. and Mrs. Leggatt, Mr. E. C. Whitley, Miss Levy, Mr. L. A. Whitley, Mr. W. J. G. Libau, Mr. and Mrs. Waghorn, Mr. and Mrs. MacGowan, Mr. R. J. Wyles, Mr. W. S. Macmillan, Mr. A. C. Zuniga, Mr. J. M. de.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew Inchbald, Mr. Chanrey. Bayne, Mr. H. F. R. John, Major G. R. St. Brown, Colonel. Kofod, Capt. F. R. Bull, Mr. Ch. Lee, Mr. J. E. Bure, Mr. P. Martin, Mr. R. Carie, Mr. Arthur R. Mitchell, Mr. R. Carrington, Sir John W. O'Gorman, Lt. Col. The Dano, Mr. G. H. O'Gorman, Madame Dow, Mr. P. Pollock, Hon. H. E. Dreeze, Mr. F. J. Haver Pynne, Capt. H. V. Ezekiel, Mr. J. S. Rely, Major C. W. Forbes, Mr. A. Rickmers, Mr. Paul Fraser, Lt. Col. A. R. Ryan, Colonel Gompertz, Mr. H. H. Sinclair, Mr. A. Gorges, Colonel E. H. Stoker, Mr. A. G. Graham, Mr. D. M. Stokes, Mr. A. P. Gros, Mr. Edward F. Thomson, Mr. O. D. Griller, Mr. F. D. Wardwell, Misses (2) Hays, Mr. J. Wardwell, Miss Hendchoper, Mr. Wheeler, Mr. G. H. Hofmann, Mr.

## CRAGIEBURN.

Filton, Mr. W. A. Johnson, Rev. F. T. Filton, Mrs. and a Johnston Mr. R. F. daughters Volpicelli, Cohel Flynn, R.N. Rev. F. Volpicelli, Madame

## OPIUM QUOTATIONS.

Hongkong, 27th March.  
New Patna 1,025 per chest.  
New Benares 1,025 " "  
Old Benares 1,045 " "  
New Malwa 940 per picul.  
Old Malwa 950 " "  
Persian, Oily, cash 625 " "  
Persian, paper tied 880 " "

## The Share Market.

## LATEST QUOTATIONS.

(March 27th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	318 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1/2 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	1/2 buyers
National Bank of China, Ltd.	£ 8	\$27
Do. Founders.	£ 1	\$20
<b>Marine Insurances.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 170
Yangtze Ins. Assoc. Ltd.	\$ 60	\$128
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$300
China Fire Ins. Co., Ltd.	\$ 20	\$80
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$30
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$117
Douglas Steamship Co., Ltd.	\$ 30	\$51
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	\$18
Star Ferry Co., Ltd. "Shell" Transport & Trading Co., Ltd.	£100	\$260
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$135
Luen Sugar Refining Co., Ltd.	\$100	\$47
<b>Mining.</b>		
Punjun Mining Co., Ltd.	\$ 7	\$8.10
Punjun Mining Preference Shares	\$ 1	\$14.0
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.25
Jebleu Mining and Trading Co., Ltd.	\$ 5	\$12 1/2
Raub Altian Gold Mining Co., Ltd.	15s. 10d.	\$60
Olivers Freehold Mines, Ltd. A.	\$ 5	\$6
Olivers Freehold Mines, Ltd. B.	\$ 4	\$8
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.80
Do. (Preference)	\$ 5	\$0.40
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	517 1/2 prem.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$83
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$46
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$20 1/2
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.50
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$127
Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$49
Hongkong Hotel Co., Ltd.	\$ 3.50	\$127
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$60
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 71
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$30 1/2
China-Borneo Co., Ltd.	\$ 15	\$17 1/2
A. S. Watson & Co., Limited	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$10.70
Hongkong Electric Co., Limited	\$ 10	\$12.50
Hongkong Electric Co., Limited	\$ 2	\$2.25
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$325
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$165
H'kong High-Level Tramways Co., Ltd.	\$100	\$160
Dairy Farm Co., Ltd.	\$ 5	\$6
Bakery Co., Ltd.	\$ 50	\$6 ex div.
Campbell, Moore and Co., Ltd.	\$ 10	\$10
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$51
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tebau Planting Co., Ltd.	\$ 5	\$5
Tebau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telephone Address—"Rialto."  
Telephone No. 148.

## EXCHANGE.

Hongkong, 27th March.  
LONDON, Telegraphic Transfer 1/11 1/2  
Bank Bills, on demand, 1/11 1/2  
Credits, 4 months' sight, 1/11 1/2  
ON LIVERPOOL (demand) 2/—  
ON PARIS, Bank Bills, on demand 2/46  
Credits, 4 months' sight 2/50  
ON NEW YORK, Bank Bills, on demand 47 1/2  
Credits, 30 days' sight 48 1/2  
ON BOMBAY, Telegraphic Transfer 145 1/2  
On demand 145 1/2  
ON SHANGHAI, Telegraphic Transfer 72 1/2  
Private, 30 days' sight 72 1/2  
ON YOKOHAMA, T.T. 31 per cent. prem.  
Sovereigns, Bank's Buying Rate 51c. 16  
Gold Leaf too touch, per tael 51c. 16  
Bar Silver 37 9/16  
Dollars 23 per cent. prem.

## VESSELS IN PORT.

**Steamers.**  
ARIAKE MARU, Japanese steamer, 1,885, 19th Mar., Capt. Mitsui Bussan Kaisha.  
BANKA MARU, Japanese steamer, 1,449, C. Hibi, 26th Mar.—Hongkong 22nd March, Coal—Dodwell & Co., Ltd.  
CHERYLDA, British steamer, 1,567, J. T. Davies, 20th Mar., Calcutta 15th Mar., Penang and Singapore 15th Mar., General—Jardine, Matheson & Co.  
CHOWFA, British steamer, 1,055, J. Williamson, 23rd Mar.—Koh-si-chang 17th Mar., Rice—Butterfield & Swire.  
CHUNSHANG, British steamer, 1,310, E. J. Buller, 26th Mar.—Taku 21st Mar., Pea-Nuts—Jardine, Matheson & Co.  
CHWANG SHAN, British steamer, 1,281, J. F. Messer, 23rd Mar.—Koh-si-chang 15th Mar., Rice—Bradley & Co., Ltd.  
CITY OF DUBLIN, British steamer, 2,154, James R. Rae, 20th Mar.—Tacoma 18th Feb., General—Dodwell & Co., Ltd.  
CITY OF LONDON, British steamer, 2,056, Scroff, 2nd Mar.—Saigon 17th March, Rice—Dodwell & Co., Ltd.  
ELSE, German steamer, 903, T. Petersen, 25th Mar.—Saigon 17th Mar., Rice—Siemssen & Co.  
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 21st Mar.—Vancouver, B.C. 27th Feb., Shanghai 18th Mar., Mails and General—P. & O. S. N. Co.  
HANOI, French steamer, 750, Pannier, 26th Mar.—Haiphong and Hoihow 25th Mar., General—A. R. Marty.  
HOIHAO, French steamer, 509, J. C. Gerard, 26th Mar.—Pakhoo and Hoihow 24th Mar., General—A. R. Marty.  
JACOB DIEDERICHSEN, German steamer, 632, J. Bruhn, 17th March—Haiphong and Hoihow 16th Mar., Rice—Jensen & Co.  
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 26th Mar.—Kuchinotsu 20th Mar., Coal—Mitsui Bussan Kaisha.  
KAGOSHIMA MARU, Japanese steamer, 2,714, R. Nunome, 23rd Mar.—Bombay 6th Mar., and Singapore 17th, General—Mitsui Bussan Kaisha.  
MACHEW, British steamer, 995, J. E. Farrell, 23rd Mar.—Bangkok 15th Mar., General—Butterfield & Swire.  
MALACCA, British steamer, 2,615, E. G. Andrews, 26th Mar.—London 10th Feb., and Singapore 19th Mar., General—P. & O. S. N. Co.  
MIKAWA MARU, Japanese steamer, 1,404, M. Takahashi, 26th March—Shanghai via Amoy 20th Mar., General and Oil—Nippon Yusen Kaisha.  
NERITE, British steamer, 3,155, Stock, 26th Mar.—Novorossisk 10th Feb., and Singapore 18th Mar., Buck Oil—Arnold, Karberg & Co.  
OBURI MARU, Japanese steamer, 1,825, T. Okuma, 26th Mar.—Muroran 17th March, Coal—H. H. Co.  
OLYMPIA, American steamer, 1,735, J. Truebridge, 23rd Mar.—Tacoma U.S.A. 2nd Mar., General—Dodwell & Co., Ltd.  
PEINYANG, German steamer, 953, R. Köhler, 9th Mar.—Saigon 5th Mar., Rice and Flour—A. R. Marty.  
PROFANTIS, British ship, 1,350, W. Mackay, 25th Feb.—Saigon 20th Feb., Rice—Heung Sing Steamship Co.  
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 23rd Mar.—Tamsui 21st Mar., General—Arnold, Karberg & Co.  
ST. REGULUS, British steamer, 1,999, C. W. Reuland, 23rd Mar.—Japan 17th March, Coal—Dodwell & Co., Ltd.  
TAIYUAN, British steamer, 1,449, R. Nelson, 26th Mar.—Melbourne 15th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield & Swire.  
TOYO MARU, Japanese steamer, 1,548, K. Sakai, 21st Mar.—Saigon 15th Mar., Rice and Rice-Flour—Dodwell & Co., Ltd.

**Sailing Vessels.**  
DIRIGO, American ship, 2,845, Goodwin, 21st Mar.—New York 29th Oct., Kerosine—Standard Oil Co.  
EVIE J. RAY, American bark, 919, Kales, 11th Mar.—Singapore 22nd Dec., Timber—Sander, Weller & Co.  
JOHN CURRIER, American ship, 1,848, Lawrence, 11th Mar.—New York 14th Sept., Kerosine—Standard Oil Co.  
MONZA, British bark, 1,117, James A. Boyd, 18th Mar.—Hongkong 6th Mar., Coal—Jardine, Matheson & Co.  
VALZ OF DOON, British bark, 789, Petersen, 21st Mar.—Rajong 25th Feb., Timber—Order.  
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 27th, 1900.  
Alacrity, dispatch-vessel, 1,700 tons, 10 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Albatross, dispatch-vessel, 1,700 tons, 10 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Albatross, dispatch-vessel, 1,700 tons, 10 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Albatross, dispatch-vessel, 1,700 tons, 10 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Albatross, dispatch-vessel, 1,700 tons, 10 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
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## RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borzo, 1st class, Russian torpedo boat, 8 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed at knots.  
Revel, 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.  
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
† Flagship of Vice-Admiral Alexieff.  
† Flagship of Rear-Admiral F. V. Dubossouff.  
† Flagship of Rear-Admiral Reinoff.

## THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, en route Japan.  
Ducartre, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, at Kwang-chow-wan.  
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.  
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Singapore.  
Linnah, gun-vessel, 736 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. G. Douglas, Shanghai.  
Phaenar, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cowper, Manila.  
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 300 h.p., Lieut. Comdr. H. E. Hill, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, en route Wei-hai-wei.  
Victoria, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, en route Singapore.  
Waterwitch, surveying vessel, 520 tons, Comdr. W. P. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut. Comdr. E. Kelly, Hongkong.  
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Capt. Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.  
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons twin screw, 34 guns, 7,000 h.p., Capt. Shanon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.  
Grenitskiy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.  
Koryeys, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandryk, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Nayevskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Otyazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Nagasaki.  
Rusia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoroff, at Nagasaki.  
Rozhynskiy, Russian cruiser, 1,330 tons, Capt. Komatoff, Manila.  
Rurik, Russian flagship, 10,945 tons, armoured 12 guns, 16 guns, Prince Ouchkovsky, at Nagasaki.  
Sialich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.  
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchkovsky, at Nagasaki.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchovsky, at Nagasaki.  
Vradnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.  
Zabitski, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.  
(1st and 2nd class.)  
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.  
Podorostik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sotchi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.  
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.  
Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, Japan.  
Illis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.  
Jaguar, German cruiser, Captain Kinderling, at Shanghai.  
Katerin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 h.p., Captain Gulich, at Shanghai.  
† Flagship of Admiral Fritze.

## THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, Manila.  
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.  
Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.  
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Japan.  
Celle, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.  
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.  
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
Glacier, U.S. supply-ship, Lieut. Comdr. J. B. Briggs, at Manila.  
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt. Comdr. W. H. Everett, at Hongkong.  
Leda, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. B. Naro, at Manila.  
Monadnock, U.S. double-turret monitor, 4,000 tons—6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.  
Monoway, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.  
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 2,444 h.p., Comdr. E. H. C. Leutze, at Manila.  
Nanshan, U.S. collier, Lieut. L. A. Kaiser, New York U.S. cruiser, 4,083 tons, Capt. B. McCallum, at Hongkong.  
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. Wilde, at Manila.  
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.  
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.  
Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manila.  
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,